

REPORT : Voyage Plan

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|--------------|-------------------|-------|----------------------------|----------|------|
| Ship's Name: | Forestal Pacifico | Date: | 23 rd Feb. 2017 | Voy.No.: | 085L |
|--------------|-------------------|-------|----------------------------|----------|------|

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|------------------------|-----------------|-------------------|-----------|------|--|------------------|----|
| From (Port of Origin): | Coronel | To (Destination): | Longbeach | via: | | Time diff (+/-): | -4 |
| Dist (Berth ~ Berth): | 71.8(ECA Dist.) | nm | | | | | |
| Pilot ~ Pilot Dist: | | nm | | | | | |

| W/P No. | Position, Landmark, Buoy and etc. | Bearing & Dist. from object | Dist. from the Berth of Last Port | Dist. to the Berth of Next Port | Co. | Plan Speed (kt) | Time to next W/P | Watch Level 1-3 | (A) Position fixing method | (B) fixing frequency (min) | UKA (in M) | Remarks |
|---------|--|-----------------------------|-----------------------------------|---------------------------------|-----|-----------------|------------------|-----------------|----------------------------|----------------------------|------------|--|
| 1 | ECA Entry 32-37N 117-48W | - | 71.8 | | | | | | | | | Vessel to carry out change over from HSFO to LSMGO. Vessel to reduce R.P.M. to Full Maneuvering vessel to comply with MARPOL Regulations |
| 2 | San Pedro Bay Entry 33-20.4N 118-03.1W | - | 26.6 | 45.2 | 344 | 11.0 | 04:07 | 1 | GP XB | 20 | 771.2 | Report San Pedro Bay Traffic upon entering VTS Line. Speed limit of maximum 12.0kts: maintain VHF 14/16 watch. Vessel to comply with MARPOL Regulations |
| 3 | 33-36.2N 118-10W | - | 9.8 | 62 | 340 | 11.0 | 01:31 | 2 | GP XB | 15 | 32.4 | Vessel to comply with MARPOL Regulations |
| 4 | 33-401N 118-10.65 | - | 5.8 | 66 | 352 | 5.3 | 00:45 | 2 | GP XB | 15 | 16.2 | All Hands Standby for Arrival Drop anchor. CONFINED WATERS / Position fixes by radar or visual and comparing with GPS as well as utilizing parallel indexing during channeling/Garbage disposal is prohibited under Marpol Annex V. Vessel to comply with MARPOL Regulations |
| 5 | Longbeach PStn | - | 4.3 | 67.5 | 355 | 5.3 | 00:17 | 2 | GP XB | 10 | 15.4 | All Hands Standby for Arrival Drop anchor. CONFINED WATERS / Position fixes by radar or visual and comparing with GPS as well as utilizing parallel indexing during channeling/Garbage disposal is prohibited under Marpol Annex V. Vessel to comply with MARPOL Regulations |
| 6 | 33-43.6N 118-10.05W | - | 2 | 69.8 | 354 | 5.3 | 00:26 | 2 | GP XB | 10 | 13.0 | All Hands Standby for Arrival Drop anchor. CONFINED WATERS / Position fixes by radar or visual and comparing with GPS as well as utilizing parallel indexing during channeling/Garbage disposal is prohibited under Marpol Annex V. Vessel to comply with MARPOL Regulations |
| 7 | 33-43.8N 118-12W | - | 1.1 | 70.7 | 284 | 5.3 | 00:10 | 2 | GP XB | 5 | 5.4 | All Hands Standby for Arrival Drop anchor. CONFINED WATERS / Position fixes by radar or visual and comparing with GPS as well as utilizing parallel indexing during channeling/Garbage disposal is prohibited under Marpol Annex V. Vessel to comply with MARPOL Regulations |
| 8 | B9 Anchorage | - | - | 71.8 | 249 | - | - | 2 | GP XB | 5 | 9.01 | All Hands Standby for Arrival Drop anchor. CONFINED WATERS / Position fixes by radar or visual and comparing with GPS as well as utilizing parallel indexing during channeling/Garbage disposal is prohibited under Marpol Annex V. Vessel to comply with MARPOL Regulations |
| | | | - | | - | - | - | 2 | GP XB | - | 3.52 | All Hands Standby for Arrival Drop anchor. CONFINED WATERS / Position fixes by radar or visual and comparing with GPS as well as utilizing parallel indexing during channeling/Garbage disposal is prohibited under Marpol Annex V. Vessel to comply with MARPOL Regulations |

Note: Vessel's deepest navigational draft including effects of squat must have at least 1.0 meters of Under-Keel Allowance (UKA)

Legend:

(1) Watch Level

Watch Level - 1 OOW/ AB

Watch Level - 2 Master/ OOW/ Extra Officer/ AB

Watch Level - 3 Master/ OOW/ Extra Officer/ AB/ Lookout

(2) Position fixing method

It SHOULD be changed depends on navi area.

GP = by GPS

XB = by Cross Bearing

RR = by Radar Range

CO = by Celestial Objects

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|------------------------------|---|------------------------------|-------------------|
| Estimated R.O.B at arrival : | FO: 387.65 M/T | DO:42.40MT LSMGO: 14.26MT | Lube Oil: 34558 L |
| | FW:182 M/T | DW: 34 M/T | |
| Navigation Charts : | BA Charts: 4910, 1063, 1082, 1029, 1082, 1081, | | |
| Publications affected : | BA Pubs: 8, 204, 206, 80, 286(5), 282, 284, 285, 283(2), 281(2) | | |
| Provision supply : | Provisions Last Supplied in Chile. | | |

Voyage Planning Check List

| No. | Description | Check |
|-----|--|-------------------------------------|
| 1 | Are necessary nautical charts (large scale charts) and sailing directions available? | <input checked="" type="checkbox"/> |
| 2 | Are nautical charts and sailing direction publications required for the passage corrected up to date? | <input checked="" type="checkbox"/> |
| 3 | Have navigational warnings and sailing route information pertaining to the passage been obtained and has the necessary data been entered on the nautical charts? | <input checked="" type="checkbox"/> |
| 4 | In deciding on the course, was reference made to sailing directions and other nautical publications, etc.? | <input checked="" type="checkbox"/> |
| 5 | Have weather conditions in the sea areas to be navigated been checked and studied? | <input checked="" type="checkbox"/> |
| 6 | Has consideration been given to the traffic density in the sea areas to be navigated? | <input checked="" type="checkbox"/> |
| 7 | Has consideration been given to TSS regulations? | <input checked="" type="checkbox"/> |
| 8 | Have important navigational aids on the navigating sea area and the establishment of a clearing line been checked and studied? | <input checked="" type="checkbox"/> |
| 9 | Have the scope of utilization, etc. of important navigational aids been entered on the charts? | <input checked="" type="checkbox"/> |
| 10 | Has safe navigating speed selected by giving consideration to weather and Sea conditions, traffic density, maneuverability of the ship, and UKA (Under-Keel Allowance)? | <input checked="" type="checkbox"/> |
| 11 | Have the drafts at the respective stages of the voyage been properly calculated? | <input checked="" type="checkbox"/> |
| 12 | Have the tides and tidal currents at the necessary locations of the voyage/passage been checked? | <input checked="" type="checkbox"/> |
| 13 | Have checks been made of the distances from the coast at the course altering points and distance to new course? | <input checked="" type="checkbox"/> |
| 14 | When a pilot is to embark / disembark, has the situation around the pilot station been checked and studied and has a ship handling for it been established? | <input checked="" type="checkbox"/> |
| 15 | Has the necessary information about arrival port been obtained? <i>TBC WITH AGENT.</i> | <input checked="" type="checkbox"/> |
| 16 | Has a reserve plan been prepared in case the scheduled Voyage Plan cannot be used? | <input checked="" type="checkbox"/> |
| 17 | Have the basic Plan and the reserve plan been entered on large-scale charts to be used? | <input checked="" type="checkbox"/> |
| 18 | Have applicable marine environmental protection measures been taken into account and applied accordingly? | <input checked="" type="checkbox"/> |
| 19 | Is the Voyage Plan been reviewed and studied by all Deck Officers? If yes, all Deck Officers must acknowledge this checklist by signing accordingly. | <input checked="" type="checkbox"/> |
| 20 | Is the Chief Engineer requirements on fuel, water, lubricants, chemicals, expendable and other spare parts, tools, supplies, been obtained? <i>VESSEL SUBJECT FONAR</i> If yes, The Chief Engineer to acknowledge this check list by signing accordingly. | <input checked="" type="checkbox"/> |
| 21 | Is the Voyage Plan been reviewed, confirmed and accepted by the Master? If yes, the Mater must acknowledge this checklist by signing accordingly. | <input checked="" type="checkbox"/> |

Acknowledged

by Chief Officer : Jack N. Imbong

by Third Officer : Dominic C. Tan

by Chief Engineer : Jaime V. Valencia

Date: 23rd Feb. 2017

Prepared

by Second Officer : Oliver Christian R. Espinell

Confirmed /Accepted Capt. Severiano L.

by Master : Gutierrez